

**Additional PIC requirements for Cessna 172 (fuel injected vs normally aspirated)**

1. CAPR 60-1, table 3-1, considers all Cessna 172's with fixed pitch props equivalent to each other. However, there are significant differences between Cessna 172's equipped with fuel injected engines (R and S models) and those equipped with normally aspirated engines (earlier models). These differences are most significant in the areas of:

- a. Preflight procedures
- b. Weight and Balance
- c. Engine Starting procedures
- d. Ground leaning requirements and emphasis
- e. Inflight leaning requirements / use of Carburetor Heat
- f. Emergency procedures and Boldface

It is essential that POH checklists and procedures be closely followed.

2. A MS Wing pilot who has received a CAP Form 5 evaluation in a one type of C172 (carbureted or fuel injected) but has not received a CAP Form 5 evaluation in the other type of C172 (fuel injected or carbureted) shall not perform as a PIC in the other type of C172 until they receive a "C172 Differences Memo" signed by a MS Wing Instructor. This Memo will be filed and maintained in the pilot's PIF. The Memo may be discarded when the pilot has received a CAPF 5 evaluation in the other type of C172. A copy of this CAPF 5 evaluation should then be maintained in the PIF as if it was an initial CAPF 5 in a new type of aircraft.

3. A "C172 Differences Memo" may be signed by a CAP Instructor Pilot/Form 5 Check Pilot/ other Pilot specifically designated by MS Wing/CC or CS:

a. (for fuel injected C172): after the pilot receives "one time" differences ground training in preflight (fuel drains), engine cold starting and hot starting procedures (to include at least 1 actual engine start), ground operations (Fuel Vapor Procedures, POH change 5-00), inflight operations (Fuel Savings Procedures for Flight Operations/Training, POH change 5-00), and Emergency Procedures.

b. (for normally aspirated C-172): after the pilot receives "one time" differences ground training in engine starting procedures (to include at least 1 engine start), inflight operations (use of carburetor heat), and Emergency procedures.

c. after examination of the pilot's personal Log Book if the pilot has adequate experience in aircraft (fuel injected C172s or in normally aspirated aircraft) that fulfill the intent of the "Differences Memo".

NOTE: The CAP National Web Site, Operations Stan Eval page has a link to the "C172R Pilot and Flightcrew Familiarization Course" dated 7/27/98. This is a good source of initial and refresher training for fuel injected C172s. HOWEVER, the engine starting procedures used in this course are no longer correct; the C172R/S POH was changed in May 00 and now specifies that the Aux Fuel Pump be turned off BEFORE cranking the engine. Follow the current checklist!

< Signed>

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Commander